MACKEY WILLSUCCEED

His Ticket Elected by Etockholders of the E. & T. H.

Little Doubt that He Will Be Chosen President-East-Bound Shipments -The Union Pacific.

The annual meeting of the stockholders of the Evansville & Terre Haute railroad was held in Evansville yesterday, and resulted in the election of the following directors: D. J. Mackey, F. W. Cook and E. P. Huston, of Evansville; M. H. Tilford, Frederick Roosevelt, John I., Hamson, T. H. Wheeler, W. H. Curtis and Harvey E. Fiske, of New York. Mr. Tilford, of New York, was present and represented by proxy the Eastern stockholders. Forty-five thousand shares were represented. All voted for the Mackey ticket, and the road in the future will follow strictly his policy. The election of officers will not occur for several days, but there is every reason to believe that D. J. Mackey will be elected president and nearly all the old officers continued. Mr. E. P. Huston emphatically denies that he will be elected general manager of the

The Building of the Union Pacific. Probably no road in this country has gone into the hands of a receiver which has been more talked of than the Union Pacific. Since built, many thousands of persons who had a little money have invested it in Union Pacific stock or bonds, but in the last few years the securities have changed hands a good deal. The Boston Journal publishes a lengthy interview with William H. Ames, son of ex-Governor Ames, of Massachusetts. When Hon. Oakes Ames, father of Governor Ames, was elected to Congress in 1862 he soon became a member of the committee on railroads at about the time the project of building a railroad to the Pacific was first conceived. The scheme languished for the want of funds, attributable to a lack of public confidence in its feasibility until 1864, when a more liberal act was passed by Congress. At that time, two years after its incorporation, as Mr. Ames said, it was "in great danger of breaking down." The only practical result was a contract with one Hoxie to build one hundred miles of road westward from the Missouri river. He was unable to execute his contract. Mr. Ames was then urged to take hold of the matter himself, President Lincoln assuring him that by building this road he would become the best remembered man of his generation. About a year later he decided to attempt the stupendous undertaking. With the aid of a few associates he soon raised the paid subscription in the latter part of 1865 to \$2,500,000. The construction company formed by Oakes Ames completed the first one hundred miles by Octoper, 1866. After a great deal of dissension 147 more miles of road was built, and on Aug. 16, 1867, Oakes Ames contracted to build 667 miles of road. Two months later this contract was assigned to seven 'trustees. On this contract the road was built, and conveyed to the Union Pacific Railroad

Voluntary Relief.

Company early in 1869.

R. F. Smith, superintendent of the Pennsylvania Voluntary Relief department, has made his report for September, which shows \$750 was disbursed in death benefits from accidents, \$5,250 in deaths from natural causes, \$4,975.13 in disablement benefits from acccidents, and \$6,278.80 from sickness, making a total of \$17,253.93. In disablement, 292 members drew benefits on account of accidents and 419 on account of sickness. The death benefits on account of accidents were the smallest paid since the association was established. In the fifty-one months it has been in operation there have been disbursed in death benefits \$361,976, in disablement benefits \$547,663, making a grand total of 909,639. In the fifty-one months 43,258 members have drawn benefits.

East-Bound Shipments.

Eastbound shipments from Chicago last week amounted to 54,073 tons, against 55,-662 for the previous week and 77,524 for the corresponding week of last year. The roads carried tonnage as follows: Michigan Central, 4,889; Wabash, 3,628; Lake Shore, 11,-165; Fort Wayne, 6,577; Panhandle, 6,178; B. & O., 3,104; Grand Trunk, 2,714; Nickel-plate, 6,146; Chicago & Erie, 6,739; Big Four, ,872. The shipments were made up of the following articles in tons: Flour, 1,616 grain and milistuffs, 22,465; provisions, lard, etc., 9,808; dressed beef, 11,933; flaxseed, 1,813; butter, 1,097; hides, 1,631; lumber, 3,002; miscellaneous, 1,048. The total lake ship-ments were 104,540 tons.

Personal, Local and General Notes. The International Ticket Agents' Monthly Magazine is out with its inaugural num-

J. A. Barnard, general manager of the Peoria & Eastern, has gone to Cincinnati for a couple of days. C. L. Thomas has been appointed general freight agent of the Chicago & Erie, the

appointment taking effect Nov. 1. In the week ending Oct. 14 there were transferred over the Belt road 13,089 cars, and Belt road engines handled 580 carloads OI STOCK.

A. F. Knapp, trainmaster of the Peoria & Eastern, has gone to Burdette, N. Y., to visit his mother, who is quite advanced The shops of the Panhandle company at

this point, which are now run forty-five hours per week, will, after Nov. 1, be run Allathe passenger and ticket agents who have labored hard during the world's fair will take in the last day, Columbus day,

at the fair. A committee is being appointed to arrange accommodations, route, etc. The Pennsylvania inspection party will arrive here from St. Louis at 5:30 p. m., and remain over night, going east over Division Superintendent Darlington's division tomorrow morning. J. Q. Van Winkle, general superintendent, and the ten division superinte dents of the

Big Four will meet in Cincinnati to-day to prepare the winter time schedule of trains on the several divisions. The Cincinnati, Hamilton & Dayton has

just completed a passing track for its passenger trains a few miles west of Hamilton, which has been named "Midway," and it is expected it will greatly aid the more prompt movement of its passenger trains. Train 7, on the Pennsylvania lines, which

scheduled very fast, on Sunday night eft Bradford one hour and fifty minutes ate, and ran into the Union Station, Indianapolis, but thirty-five minutes late. taking out a detention of twelve minutes at Knightstown.

Sunday afternoon Engine 194, on the Big Four, the new Garstang type, hauled ten ears from Indianapolis to Cincinnati and came to a standstill in the Grand Union Station, making the run in two hours and thirty-five minutes, the quickest run ever made with a train of that length.

The Chicago & Alton had fifty-three passenger trains into Chicago in one day last the connecting lines, the Iron Mountain, the Mobile & Ohio, the Frisco, & T., the K. C., 8. & G., the Union Pacific and the Missouri Pacific, furnishing equipment and

Harry Fuller, general passenger agent of the Chesapeake & Ohio, has arranged to have two sections reserved for Indianapolis travel on the through sleeping cars which the C. & O., in connection with the Big Four, is running between Chicago and Washington daily, on Train 18, which passes Indianapolis at 3 p. m.

Among railroad men well informed as regards the matter it is thought to be ortunate that the Cincinnati, Hamilton & Dayton cannot, by legal action, secure control of the Cincinnati, Jackson & Mackinaw. A few days ago the directors of the jast-named company rescinded the vote to lease the road to the C., H. & D.

The official report of J. A. Cavenaugh, car service superintendent of the Big Four lines, shows that yesterday morning, on the Big Four, were orders for 1,600 box cars to be loaded. This exceeds the orders of any day in the last four months, and, before the week ends, he thinks the movement on the Big Four proper will reach five thousand loaded cars per day.

Export business is beginning to increase, and the all-rail lines will now have a better show at this business. The past summer a large quantity of export grain has cidedly erratic. It is strong in places, and gone via Detroit, the Grand Trunk and some of the scenes have dramatic force. Michigan Central to Montreal, where it was loaded for Europe in the steamships which are now plying between Montreal and nearly all important European points.

The Chicago & Eastern Illinois is proving a very valuable railroad property, surpris-ing the owners by its increased earnings from year to year. At the time the company secured control of the Chicago & Indiana Coal road it was thought to be an unwise move, but time has demonstrated that it was not, as its heavy coal traffic & Eastern Illinois proper, with its other business, at any time in the last two years.

has the passenger business of the road been. The Chicago & Indiana Coal road, now that good trains are run at suitable hours, is de-

veloping an unexpectedly large business. The Big Four people are hurrying the completion of their new freight engines which the Richmond locomotive works are building, as, at the present time, with all the recently-purchased power, had the company more locomotives its freight traffic would be heavier. A number of the ten-wheel engines, fit for freight or passenger service, are now in use on passenger

The depression in industries at Indianapolis is felt in the switching service. All of the roads have taken off one-third of their switching engines and crews, and the switching service of the Big l'our at this point is 40 per cent. below that of the corresponding period last year. This company owns 65 per cent. of the 246 switches leading to the various industries, and the decrease in earnings makes a noticeable The Union Pacific has addressed letters

to all of its connections saying that under the receivership the road will continue doing business exactly as heretofore, and that it desires the co-operation of other lines as it has had it up to this time. Nothing is said in the message about the relations the road would sustain toward the Western Passenger Association, but the existing conditions will not be disturbed for some time at least. The Pennsylvania Company finds that it was a wise move to convert the old J., M.

& I. yards, below South street, into yards for loading and unloading freight. The improvement of South street has made it much more feasible to reach these tracks from the South-side manufactories and from the South Meridian business houses, and it considerably reduces the expense of handling freight shipped in bulk at the city freight depots.

The Monon passenger department claims that the official figures will show that, according to its mileage, its passenger trains have earned more money per mile, since June 1, than those of any other road running into Chicago. Its trains have always been crowded, and in running short or long distances, so short has the company been of equipment in proportion to its business, that there was no extra hauling of empty coaches or sleeping cars.

The Louisville, Evansville & St. Louis, in the first week of October, earned \$36,684, a decrease as compared with the corresponding week of 1892 of \$2,757; the Evansville & Terre Haute earned \$30,336, an increase this year of \$4,041. Both are Mackey lines. Since Jan. 1 the E. & T. H. has earned \$1,370,485, an increase over last year of \$100,068. Why, under such an increase, E. & T. H. has been paying off in checks due later than issued is a mystery to the employes when its earning statements are read.

A. D. Perry, district passenger agent of the Chicago & Alton, took a ride on the original "John Bull" train at the world's fair, on Friday, with a party of Eastern raffroaders, giving them a few tips on railroading and explaining that the Chicago & Alton was the only Western road requiring engineers to "keep to the left," this being the rule on the Alton for many years, since they have double-tracked a goodly portion of their road. It gives the engineer a better chance to see the approaching train coming from the opposite

Wm. Green, general manager of the Cincinnati, Hamilton & Dayton, in speaking of the acquisition of the Dayton, Fort Wayne & Chicago by the C., H. & D. company, said that at one time he shared the opinion of many others that the C., H. & D. company was unwise to take the action it did, but he had recently spent several days on the line, and now had a much different opinion. Since the company has laid i with good steel, properly equipped it and run its trains with promptness, both its freight and passenger business had made a remarkable increase, and at the present time it is handling more freight, especially coal, than ever before, and at rates that yield a handsome revenue.

The old suit of the Central Trust Company, of New York, against the Toledo & Ohio Central Railroad Company that was settled last December, after having been in the courts for eight years, was brought out again yesterday by an amended and supplementary answer and cross bill filed by the railroad company at Toledo. The company seeks to recover \$2,200,000 from the car trust which was interested in the original suit, and was represented by one George J. McGourkey, since dead. The action is based on the decision of the Supreme Court that the transfer of rolling stock to the alleged trust company was illegal, and that all the claim the trust had was second to those of the mortgage

A proposition has been submitted to the Western Passenger Association lines to use the rate of \$20 between Chicago and the Missouri river, \$10 going and \$10 coming, in connection with the \$65.50 rate from Missouri river to the Pacific coast, making a roundtrip rate of \$85.50 from Chicago to California for the midwinter fare. The proposition will, without doubt, be adopted. The Burlington has put in a rate of \$65.50 to the Pacific coast, traveling limit of fifteen days, with final return limits of April 15. This rate will apply from the Missouri river; the rate to southern California points will be \$69.50. The rate from Colorado common points to the Pacific coast will be \$60 for the

A special meeting of the Western Passenger Association has been called for Thursday of this week to consider the routine matters not covered at the last meeting. There is a tendency with great railway corporations to select for first vice presidents some prominent railway attorney rather than an experienced railroad man, leaving other vice presidents and general managers and general superintendents to take care of the operating departments. The selection of Judge John M. Hall, of Willimantic, Conn., as vice president of the New York, New Haven & Hartford last week is a case in point. In speaking of the selection of Mr. Hall, Charles P. Clarke, president of the N. Y., N. H. & H. road said: "Our directors see that the methods of managing the property must conform to its growth; our experience is the same as that of other railroad systems; instead of having a mechanical railroad man as vice president, they have elected Judge Hall to that office. In my judgment he will make a first-rate vice president. With so many leases, disbursements, subsidiary corporations and contracts, there is an immense amount of purely corporate work to be at-

BOOKS OF THE TIME. (From the Bowen-Merrill Company, Indi-

anapolis.) "She was very tall. A curtain of rough, glittering curls hung to her knees. Her face, clear with that clearness which only a mountain wind can bring, was white as a seagull's breast, except where a dark yet vivid pink melted into the blue veins on temples and throat. Her round, fresh lips, smooth as a peony leaf, were parted in a wide laugh, over teeth large and yellowwhite, like the grains of an ear of corn. She wore a loose tunic of blue-gray stuff, which reached to the middle of her legs, covered with grass stains and patches of mold. Her bare feet, somewhat broadened by walking, were well-shaped, the great toe standing apart from the others, the strong, round ankles, although scratched and bruised, perfectly symmetrical. Her arms, bare almost to the shoulder, were like those with which, in imagination, we complete the Milo. Eyes, round and colored like the edges of broken glass, looked boldly out from under her long, black eyebrows. Her nose was straight and well cut, but set impertmently." This is the description of the heroine in Amelie Rives's latest novel, "Tanis, the Sang-digger." The scene of the story is laid in the mountain region of southwestern Virginia, and the principal characters belong to the class of "pore whites" who earn a scant livelihood by digging ginseng. Tanis is an uncouth and untrained mountain girl, wild as a deer, and in her manners almost as rough as a man. Yet she has in her the elements of true womanhood which attract. She is loved in a wild animal way by Sam Rose, a handsome but wicked fellow whose fascination she cannot resist, though she feels he is not worthy of her love. By contact with some cultured people she gets an idea of what true love is, and tries to make Sam conform to her ideal, but with indifferent success. The story consists mainly of a description of their love-making and of her vain efforts to escape from Sam's fascinating power over her. Finally she sacrifices herself to save a friend and goes off into the mountains with the man

Twenty-third street. "The Fishes of North America," by William C. Harris, editor of The American Angler, is a work which is likely to take the same place in piscatorial literature that Audubon's great book, "The Birds could not have been done over the Chicago of North America," has so long held in the field of ornithology. Briefly outlined, Especially is this true this year, so heavy | Mr. Harris's work consists of an elaborate

whom she loves but does not respect. The

story is conspicuously lacking in some of

the characteristics of a good novel, yet it

possesses elements of interest. The plot is

weak and the movement of the story slow.

The interest lies in the development of

character and in the wild love making.

The whole atmosphere of the story is de-

The characters are strongly drawn, and

the dialect, of which there is a great deal,

is probably true to nature. New York:

Town Topics Publishing Company, 21 West

treatise on the fishes of American waters that take a baited hook. They are about eighty in number, and a colored portrait of each is given, size 12x18 inches. These paintings are made on the spot by a competent artist from specimens caught by Mr. Harris's own rod, the artist catching the coloration at the moment the fish comes from the water, before their color tints have faded. The text presents all that is known of these fishes, not only from the natural history standpoint, but from that of angling. The book will delight and instruct both the scientist and the fisherman. It shows immense labor in its compilation and is published in very attractive form by the Harris Publishing Company, No. 19 Park place, New York city. The original oil portraits, from which are taken the lithographs of fishes illustrating the work, can be seen on exhibition in the angler's pavilion at the world's fair.

Nothing that Percy Bysshe Shelley ever wrote lacks interest to the admirers of his genius. Even scraps of lines are eagerly read and studied. Much has been done of late years to collect and correct his writings, and each successive edition of his works has the benefit of all that have gone before. A new one has been issued by T. Y. Crowell & Co., which is the most complete ever published. It has the advantage of Mr. Dowden's critical acumen and skill, has been carefully revised and is chlarged by the addition of a number of poems discovered since the English edition appeared. The poems are beautifully printed from new plates on English finish paper and exquisitely illustrated. The general appearance of the two volumes will satisfy the most exacting critic and will be a perpetual delight to all lovers of Shelley's immortal verse. There are copious notes and indexes. Illustrated. Cloth, gilt

A young lady who is weary of the quiat life at home accepts the position of tutor to two boys in a Connecticut river town. She quietly comes into sympathy with them, and while she is in the best sense their comrade, riding horseback, walking and entering into all their sports, she manages to lead them into sensible methods of study. In the meantime she unconsciously wins the affection of the boys' uncle, but she herself falls in love with a young engineer. The course of true love is somewhat troubled, but all comes out right. This is an outline of a story entitled "Margaret Davis, Tutor," by Anna C. Ray. Though not a strong story, it is bright and wholesome. Illustrated. Cloth, \$1.25. New York: T. Y. Crowell & Co.

The description of a journey of four hundred miles from North Carolina to Tennesse, made in 1811 by a party of adults and several children, furnishes the subject matter of "Chilhowee Boys," by Sarah E. Morrison. The story is essentially true, being based, the author says, on old family records. It is well told. The descriptions are picturesque, adventures abound, the conversations are bright and natural, the characters are well individualized and the tone of the book is remarkably wholesome. It is a good book for boys. Illustrated. Cloth, \$1.50. New York: T. Y. Crowell & Co.

"The Abbe Constantin," by Ludovic Halevy, of the French Academy, is a charming romance, entirely free from any of the defects which mar some French novels. The story itself is interesting, and is delightfully told. It is published in attractive form by Thomas Y. Crowell & Co., New York, as the first of a series to be called "Handy Volume Classics." The series is likely to prove very popular with those desiring something new and dainty for gifts or for the drawing-room table, and with the general reader or student who prefers his reading in small. companionable volumes. Cloth, gilt top, 75

T. Y. Crowell & Co. have in preparation a series of "Children's Favorite Classics." It will contain a number of the best and most popular stories for young children, published in handsome form and uniform style, each volume fully fliustrated and containing a colored frontispiece and vignette title. For those desiring wholesome books to put into the hands of children no better series than this can be found. The first number, "Alice's Adventures in Wonderland," by Lewis Carroll. is already out and is a pretty piece of book making. Ornamental cloth, \$1.

"An Introduction to the Study of the Dependent, Defective and Delinquent Classes" is the title of a work by Prof. Charles R. Henderson, in which the subject indicated is treated in a very intelligent and comprehensive manner. It is a book for students of social science, for philanthropists and charity workers. It is adapted for use as a text-book for personal study, for teachers' and ministers' institutes and for clubs engaged in considering the social problems of which it treats. Cloth, \$1.50. Published by D. C. Heath & Co., 86 Wabash avenue, Chicago.

Maynard, Merrill & Co., of New York, the only authorized publishers in America of Ruskin's works, have issued a new edition of his "Elements of Drawing." The work consists of three letters to beginners. Its chief atm is to teach them to observe closely and to see truly, and this phase of artistic culture is very ably presented. others, \$6,000; the Stewart Iron Company, Although first published more than thirty \$2,000, and the National Furnace Company, years ago, "The Elements of Drawing" is \$400. still authority as a hand book of art for beginners. This edition has an introduction by Charles Eliot Norton. Cloth, \$1.50.

A new edition is published of the "Life and Times of Frederick Douglass," written by himself. It tells the story of his carly life as a slave, his escape from bondage, his later struggles, his connection with the anti-slavery movement and the underground railroad; in short, it is a full account of his life and career. This edition contains over one hundred pages of new matter, bringing the work down to the present time. There is a good frontispiece portrait of Mr. Douglass. Cloth, \$2.50.

T. Y. Crowell & Co. have issued a new edition of "The Imitation of Christ," by Thomas a Kempis. The work has been a classic with Christians of all denominations for many generations, and bids fair never to lose its popularity. This new edi-tion, convenient in size, daintily printed, appropriately illustrated and beautifully bound, will appeal to people of the most correct taste and will be found particularly suitable for gifts. Illustrated, Cloth, white and colors, gilt top, 75 cents.

"Glimpses through Life's Windows" is the title of a volume of selections from the writings of the Rev. Dr. J. R. Miller. The selections number nearly two hundred. and are full of genuine piety and practical Christianity, illustrated by witty and apt anecdotes. The work contains many fine, elevating thoughts. The selections are made and arranged by Evalena I. Fryer. Ornamental cloth, 75 cents.

"The Latter-Day Eden," by Henry Tuckley, treats of married life and the home. The duty of wives to husbands, of husbands to wives, how to make home happy and how a household should be ordered for the best and happiest results are the subjects discussed. It is an earnest and helpful book. Cloth, 90 cents. Cincinnati: Cranston & Curts.

Robert Clarke & Co., Cincinnati, publish "Principles of Economics," by Grover P. Osborne. The author treats the subject of economics from the standpoint of the "satisfaction of human wants." The work is thoughtful, original and progressive.

(From Cathcart, Cleland & Co.) The latest addition to the list of works on the railway problem is "National Consolidation of the Railways of the United States," by George H. Lewis. The author is a lawyer, but seems to have made a close study of the railway problem. As a solution of it, and a cure for the alleged evils of the present system, he proposes national consolidation through the formation of a great national railway corporation, owning and controlling all the railways of the country, and governed by an organization representing the State and national governments and the stockholders owning the road. This plan is urged with considerable ingenuity as both feasible and desirable, Cloth, \$1.50. Dodd, Mead & Co.

"A Question of Honor," by Lynde Palmer, is a story for young people. It is not particularly well told or interesting, but it is harmless. Cloth, \$1.50. New York: Dodd, Mead & Co.

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Hood's Pills cure all liver ills. 250.

A DASH FOR LIBERTY

Rather Exciting Ending of a Trial in the Criminal Court.

Prisoners Convicted of Highway Robbery Make a Break-August Smith Indicted-In Police Court.

In the Criminal Court yesterday afternoon Sig Carlos, Ed Lesher and Leo Rogers were tried and convicted of robbery, and sentenced to three years each in the penitentiary. They were jointly indicted for robbing an old soldier named William Wardrip, at the corner of Pennsylvania and Pearl streets on the night of Sept. 22. Wardrip testified that on the night of the robbery he had been in the "Corn Exchange," on West Washington street, and that Rogers followed him from the saloon to the place where he was robbed. The case went to the jury about 3:30 o'clock, and at 7:30 they brought in a verdict of guilty.

The prisoners were handcuffed together, and Deputy Sheriff Andy Bruce started to the jail with them. At the corner of Alabama and Market streets they made a break for liberty and dashed across the street, with Bruce close on their heels. The prisoners gained on him and started across the old hay market. Bruce then drew his revolver and fired several shots, but failed to hit either of them. Merchant policeman Miller, who was standing in Schofield's livery stable on Wabash street, heard the shooting and rushed out in time to head them off. Seeing the three men handcuffed together he drew his revolver and fired a shot at them, which had the effect of bringing them to a standstill. They threw up their hands and surrendered to the officers and were taken back to the jail. Sig Carles claims to be a half-breed Mexican and South Sea islander, and has been seen on the streets a great deal recently. He wears his hair Buffalo Bill fashion, and has succeeded in earning some money by playing a fiddle about saloons. Recently the

SMITH INDICTED.

three of them have been operating an Australian museum "fake" at Fairview Park.

Ex-Secretary of the Concordia Charged with Embezzlement.

The grand jury has returned an indictment against August Smith for embezzlement, and he will be brought back to this city for trial. Smith was the secretary of the Concordia Building and Loan Association at the time of and prior to its dissolution, and Gustav Roseberg, the treasurer of the association, says members of the asociation charge that there is a sum of \$2,000 for which Smith has not accounted. When he left this city he went direct to Detroit, and since his departure he has been employed in that city as journeyman tailor. William Rupp, his father-in-law, says that he left this city with just \$2 in money, and since his departure has regularly sent back to his family as much of his wages as he was able to. Smith was the proprietor of a merchant tailoring establishment on Virginia avenue for years, and afterwards on North Pennsylvania

IN THE POLICE COURT. Victim from Banana Alley-Gamblers Fined-Saloon Case.

The usual Monday morning docket of drunks in the Police Court was not presented in that court yesterday morning. One could judge from a mere perusal of the docket yesterday that the saloons had been closed the day before. John Miller, the Shelby-street saloon keeper, who was arrested for selling liquor on Sunday, was araigned, and his case continued till Thursday morning. Phil Lands, the banana peddler, who was

arrested Saturday for selling by station, was fined \$1 and costs, and in default of payment went to the workhouse. Three young men, of respectable parent-age, were arraigned for gambling and pleaded guilty. The young men had formed a club, and had been engaged in poker playing in their room in a hotel. They gave ficti-tious names, but were called to the bar by Judge Stubbs and compelled to teil their right names. They were fined \$5 each.

A Vicious Boy.

A warrant was issued by Justice Daniels, yesterday afternoon, for the arrest of Ora Beaman, a sixteen-year-old boy, residing at North Indianapolis. The warrant was issued upon the affidavit of Earle Sennett, who was struck upon the head with a rock thrown by Beaman. Sennett says that he was standing in front of Sprague's new stand when Beaman came up and grabbed his hat; Sennett took it from him, and for thus retaking his property he was hit with a rock by Beaman.

The Premier Company Sued. The Premier Steel Company was yesterday afternoon made defendant in four suits for merchandise sold. The aggregate amount of the claims represented is \$23,-400. The plaintiffs are the Illinois Steel Company, \$15,000; Henry S. Pickands and

Damage Suit.

In Room 2, of the Superior Court, the Indianapolis Frog and Switch Company is defendant in a \$5,000 damage suit. Steven Boyle was employed by the company, and was at work with a fellow-employe repairing a planer. In attempting to drive a shaft, Boyle was struck with a sledge ham-

Cupid and Old Age. Yesterday Justice Daniels joined in the holy bonds of matrimony Fred Shearer and Margaret Schmith. The groom is seventysix and the bride seventy-two years of age. Bank of Commerce Suit.

The Bank of Commerce has filed suit against Charles Hanch asking judgment for \$1,600 on a note for \$1,400, dated March 20, 1893, and payable four months after date. Welch Acquitted.

Ed Welch was tried for burglary and acquitted. He was accused of breaking into an I., D. & W. freight car.

THE COURT RECORD. Superior Court.

Room 1-James M. Winters, Judge. Sallie D. Schmidt vs. Western Paving and Supply Company; damages. On trial by Room 2-J. W. Harper, Judge. Stephen Boyle vs. Indianapolis Frog and

Criminal Court. Millard F. Cox, Judge. State vs. Ed Welch; burglary. Tried by court. Not guity. State vs. Leo Rogers, Ed Lesher and Sig

Switch Company; damages. On trial by

Circuit Court. Edgar A. Brown, Judge.

Carlos; robbery. On trial by jury

Joseph W. Rinkard vs. the L. E. & W. Railway Company; damages for killing of cow. Plaintiff nonsuited. Tillie Higgins vs. James Johnson, Justice of the Peace; petition for appeal after thirty days. Granted.

NEW SUITS FILED. Margaret Davenport vs. William T. Davenport; divorce. Superior Court, Room 2. The Bank of Commerce vs. Emma W. Hanch: note. Superior Court, Room 2. Frances C. Eppert vs. James Stevenson et al.; on account. Superior Court, Room 3 Illinois Steel Company vs. Premier Steel Company; on account. Circuit Court. Henry S. Pickands et al. vs. Premier Steel Company; on account. Superior Court, Room 1 The Stewart Iron Company vs. Premier

Company; on account. Superior Court, Room 2 National Furnace Company vs. Premier Steel Company; on account. Superior Court. Pearl M. Day vs. William Day; divorce. Superior Court, Room 3. Marion Pattison vs. Isaac Robey et al.; note. Superior Court, Room 3.

CITY NEWS NOTES.

The semi-annual meeting of the Woman's Foreign Missionary Society of the Indianapolis district will be held in Shelbyville tomorrow. Trains will leave the Union Station at 6 and 11 o'clock.

Mrs. Arthur Wilkinson, of London, formerly a resident of this city, is on the programme for the musicale at Central-avenue M. E. Church to-night. She has a very rich contralto voice and this is her first appearance here for several years.

Passengers on the North Pennsylvaniastreet line complain of the bad condition of the tracks between North street and St. Clair. When an electric car crosses that

ONE ENJOYS

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Syrup of Figs is for sale in 50c and \$1 bottles by all leading druggists. Any reliable druggist who may not have it on hand will procure it promptly for any one who wishes to try it. Do not accept any substitute.

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stretch the motion given to the car is similar to that of a sail boat crossing Lake Michigan in a gale. At a meeting of the officers of the Presbyterian missionary societies of the city Saturday afternoon seven churches were represented. It was decided to invite the Synodical Missionary Society to hold its State annual meeting in this city next October. A meeting in the interest of missionary work was also planned for Monday, Oct. 3, to be held in the lecture room of the First Presbyterian Church. This gathering of all the societies of the city and their friends is to be addressed by Mrs. S. M. Davis, of the woman's executive committee of Home Missions, of New York city. Mrs. Davis is said to be an

Two Small Fires.

unusually

speaker.

interesting and impressive

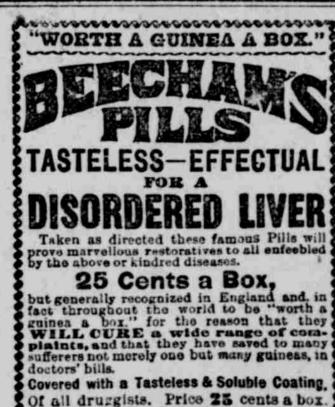
A lamp in the sitting room of the home of Michael Moran, No. 517 East Agnes street, exploded last night and set fire to the furnishing of the apartment. The department was called out, and extinguished the blaze. Loss, \$75. An alarm from Box 44 called the department to the Marott shoe house, No. 26 East Washington street, at 9 c'clock last night. It was found that there had been no fire, and that the bursting of a steam

pipe had caused a false alarm. Bachus's Suit Dismissed.

In the United States Court yesterday the damage suit of James M. Bachus against the Lake Erie & Western railway was dismissed. Bachus instituted proceedings to recover the sum of \$50,000, which he believed would repay him for the injury and humiliation caused by being ejected from one of the defendant's trains.

Not to Be Outdone by Muncie. Dr. J. B. Lytle, health officer at Marion. formed the State Board of Health yesterday of the presence of a well-defined case of smallpox in that city. Rigid quarantine regulations have been arranged, and it is not thought there is danger of a spread of

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> DR. SARAH STOCKTON, 227 NORTH DELAWARE STREET.

DR. C. I. FLETCHER. RESIDENCE-670 North Meridian street. OFFICE-369 South Meridian street. Office Hours—9 to 10 a. m.; 2 to 4 p. m.; 7 to 3 p. m. Telephones—Office, 907; residence, 427.

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Logansport and Chicago 12.30 am *3.45 am VANDALIA LINE TO ST. LOUIS AND THE WEST.

From Indianapolis Union Statem Trains leave for St. Louis 7:30 am., 11:50 am., 1:00 pm., 11:00 pm. Trains councet at Terre Haute for E. & T. H. points. Evansville sleaper on 11:00 p. m. train. Trains arrive from St. Louis 3:30 am., 4:50

аш.. 2:50 рш., 5:20 рш., 7:45 рш. Terre Haute and Greencastle accommodation arrives at 10:00 am,, and leaves at 4:00 pm Sleeping and Parlor Cars are run on through rains. Dining Car on trains 20 and 21.